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C.A.T. AIR TRANSPORT SUPPORT OF FRENCH MILITARY IN FRENCH INDO-CHINA

1. C.A.T. is the airline which was operated by General Chennault and Whiting Willauer in China from 1947 through 1949. It is now based on Formosa where its field of activity includes Formosa, Hongkong and Japan; and special charters throughout the Far East. C.A.T. now has excess capacity of twenty C-46 aircraft and 4 Cessna 5 place liason transports. It has a complete maintenance base installed afloat on an LST and a 2000 ton barge. C.A.T. is not only capable of doing all its own maintenance work including the heaviest airframe overhauls, but could also do much work for the French Air Force's planes. The French work is now mostly done at bases as far away as France, involving tremendous expense and often including the full cost of flying aircraft all the way back to Europe. If C.A.T. were to operate as air transport unit for the French it would move its maintenance shops to French Indo-China, and the whole effect would be a great boost to present air activities. Since C.A.T. is now a fully staffed and equipped organization, and since it is already located in the Far East, use of C.A.T. would bring immediate results.
2. C.A.T. has recently offered its services to General Hartmann, the French Air Force Commander in Indo-China. General Hartmann has expressed great interest and has reported the matter to Paris, where General Charpentier, Commander of French Indo-China Forces, is now working on French requirements to be furnished through MAP.
3. C.A.T. has specialized for more than three years in Far Eastern air cargo and passenger work of a combat nature. In China, while operating as a commercial carrier, its services were extensively used by the military.

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As a result, C.A.T. today has an organization of veterans thoroughly skilled in doing the exact type of work required in French Indo-China. Thousands of tons of military supplies and personnel have been delivered under fire by C. A.T. under conditions identical to those in Indo-China. Parachuting of personnel, and parachuting and free drops of military supplies have been extensively and successfully carried on so that this work is now routine for C.A.T.

4. Use of C.A.T. in French Indo-China would clearly be in the interest of the French and of the United States in the following major respects:

a. Advantages to the French:

- (1) Immediate availability of all or any part of a going concern now in place in South East Asia.

It will take time and large sums of money to ferry other aircraft from the U.S.A. to Indo-China.

Problems of spare parts and supporting equipment and personnel for proper utilization of equipment will cause great delays unless C. A.T. is used.

- (2) Saving in capital expenditure

C.A.T. represents a value of more than HR70-14 of equipment. C.A.T. is offering the use of all or a part of its equipment without capital expenditure. Therefore, use of C.A.T. will mean that the limited funds for military aid now available for Indo-China MAP can be conserved for other items.

- (3) Saving in operating expenses

C.A.T.'s C-46 aircraft are 40% cheaper per ton mile operating costs than C-47's. Figures conclusively proving this have already been submitted to General Hartmann.

- (4) U.S. Dollar operating expense for C.A.T. will be no greater than any other possible alternative plan for air transport. C.A.T. has agreed to operate for francs or piastres for the bulk of its expenses. It will only require dollars for items such as spare parts and home allotments. Any other alternative operation will require dollars for spare parts. C.A.T.'s dollar requirements for maintenance per ton mile will be cheaper than for C-47's furnished from the United States because first, C.A.T. already has an extensive stock of parts and, second because the cost of parts per ton-mile for C.A.T. under figures submitted to the French show that the maintenance cost per ton-mile on a C-47 is 60% more than for a C-46.

The dollar saving in maintenance by using C. A.T. will give a margin over the C-47's sufficient to absorb any C.A.T. requirements for dollars for home allotments for C.A.T. flight crews and technicians. This latter requirement can be gradually reduced later if the French desire C.A.T. to check out their men to replace our crews. In this connection C.A.T. has offered the French the choice of continuing to use C.A.T. personnel, or substituting their own personnel as they become thoroughly qualified on the equipment.

- (5) Superior Aircraft for purposes required.

For local use in Indo-China, the C-46 will be ideal for many purposes. There is a wide pattern of airports which can be used by C-46's. They are faster and, as modified by C.A.T., have proved safer in our

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experience than C-47's. Cargo doors on both sides permit air drops in half the time required for C-47's. Due to wider cargo doors and more space in the C-46 fuselage, many types of equipment can be carried fully assembled which must be dismantled for C-47 carriage, or cannot be carried at all. For instance, two fully assembled jeeps can be carried in a C-46.

The C-46 will do almost as good a job as a C-54 in creating a Military Air Transport service between Indo-China and French bases in France and North Africa. This service is vitally needed, but it is understood that C-54's are not available for allocation to Indo-China. C.A.T.'s Cessnas are fast (150 miles per hour) long range (600 miles) light planes which can be very useful for liason work.

- (6) C.A.T. maintenance will benefit the entire air effort in Indo China. C.A.T.'s maintenance shops and technicians can do much of the work locally for the French Air Force which now is either not done at all, or has to be sent back to Europe or Africa.
- (7) C.A.T. also has extensive radio communication, navigation, weather and ground transport equipment which can be used as required.

b. Advantages to the United States:

- (1) All of the advantages to the French will also apply to the United States which has an equal stake in the

success of the effort to stop communism in South-East Asia.

(2) Preservation of C.A.T. as a going concern in the Far East ought to be a desirable thing for the United States. The experience and the equipment of C.A.T. in place in the Far East and available for any emergency will be a continuing asset for U.S. policy and objectives. C.A.T. cannot continue unless it has work to do, and if it liquidates the United States loses a great asset and it is always likely that eventually the equipment will be rebought by the Communists -- no matter how much the owners of C.A.T. may try to prevent this very undesirable result.

(3) C. A.T. use of native technicians wherever possible is very much in accordance with U.S. policies, such as that embodied in the Point IV doctrine. C.A.T. has always specialized in training and using local personnel, and it would be glad to continue this policy if desired.

Whiting Willauer
President, C. A.T., Inc.